

N^o 1141
DIRECTIONS

1022
FOR

NAVIGATING

THE

GULF and RIVER

OF

*The same as in the sailing directions
for the St. Lawrence*
St. LAURENCE,

With a particular Account of the Bays, Roads, Rocks, Sands,
Land-Marks, Depths of Water, Latitudes, Bearings, and
Distances from Place to Place; the Setting and Flowing of
the Tides, &c.

Founded on accurate Observations and Experiments, made by the
Officers of his Majesty's Fleet.

By ORDER of

CHARLES SAUNDERS, Esq;

Vice-Admiral of the BLUE, and Commander in Chief
of the BRITISH NAVAL FORCES in the
Expedition against QUEBEC, in 1759.

Published by COMMAND of

The Right Hon. the Lords Commissioners of the Admiralty.

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Highness the Prince of WALES.

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ST. LAURENCE

With a particular Account of the Bay, Roads, Harbours, and
Landmarks, together with a Description of the Country, and
the manner of travelling and settling in the same.

Edited on accurate Observations and Experiments, made by the
Officers of the British Navy.

CHARLES SAUNDERS

Vice-Admiral of the Fleet, and Commander in Chief
of the British Naval Forces in the
Mediterranean Sea, &c. &c.

The Right Hon. the Lords Commissioners of the Admiralty.

LONDON:
Printed by Thomas Lawrence, Geographer to the Royal
Society, in the Strand.

1780

D I R E C T I O N S
F O R
S A I L I N G
I N T H E
G U L F o f S t. L A W R E N C E.

FROM *Cape North*, in the Island of *Cape Breton*, to *Cape Ray* in *Newfoundland*, the Course is E. N. E. 19 or 20 Leagues.

From *Cape North* to the Middle of the Island of *St. Paul*, the Course is E. N. E. $\frac{1}{4}$ North Distance 4 Leagues.

From *St. Paul's Island* to *Cape Ray*, the Course is E. N. E. $\frac{1}{4}$ E. 16 Leagues.

All these Bearings are by Compass, and the Variation 16° or 17° West; and the Distances are found by Trigonometrical Calculation by several Bearings taken, &c.

From *Cape North* to the *Bird Islands* the Course is N. 9° . West 17 or 18 Leagues.

From *St. Paul's Island* to the *Bird Islands*, the Course is N. 24° . West Distance $15 \frac{1}{2}$ Leagues.

From *Cape Ray* to the *Bird Islands*, the Course is West 26° North Distance 22 Leagues.

From the *Bird Islands* to the North Part of *Isle Brion*, is West $\frac{3}{4}$ S. 5 or 6 Leagues; all the above Courses are by Compass.

R E M A R K S.

The *Bird Islands* are but small, and not far asunder, the Passage between is a rocky Ledge, they are of a moderate
B Height,

Height, and white at Top, the Northernmost being the largest ; from the East End of which runs a small Ledge of Rocks.

The Passage between *Little Bird Island* and the Isle of *Brion*, is about 5 Leagues.

S O U N D I N G S.

Body of the Island *Brion* S. and S. $\frac{1}{2}$ W. 4 Leagues 35 Fathom brown Sand.

N. End of Ditto S. W. by S. 36 Fathom, same Ground. N. W. End of Ditto S. 40 Fathoms Rocky with small Shells. Body of Ditto S. by E. 7 or 8 Leagues 45 Fathom Sand and Stones.

From *Island Brion* to *Cape Rosiere*, the Course is N. W. by W. 39 Leagues. Here the Variation is 17 Degrees.

From *Cape Rosiere* to the N. W. End of *Anticosti*, the Course is N. N. W. 20 Leagues. Here the Variation is $17^{\circ} 30'$.

R E M A R K S.

The Channel between *Anticosti* and the Main Land of *Nova Scotia*, is about 14 or 15 Leagues, and in the Middle is very deep Water, sometimes no Ground with 180 to 200 Fathom-line. To the Westward of *Anticosti* is a Bank, the Extent of which is not known.

L A T I T U D E S.

North.

			°	'
<i>Cape North</i>	_____	_____	47	6
<i>St. Paul's Island</i>	_____	_____	47	14
<i>Cape Ray</i>	_____	_____	47	40
<i>Bird Island</i>	_____	_____	47	52
North Part of <i>Brion Island</i>	_____	_____	47	50
<i>Cape Gaspee</i>	_____	_____	48	44
N. W. End of <i>Anticosti</i>	_____	_____	49	46

The Islands of *Mingan* are ten Leagues N. E. from the Island of *Anticosti*, in Lat. $50^{\circ} 15' N^{\circ}$.

The

[3]

R E M A R K S.

The Harbour of *Mingan* is very secure for Ships in all Weathers, there is good Anchorage, all within the *Parokett*, and other Islands, and great Plenty of Cod Fish; it appears to be very convenient for the Cod, Seal, and Salmon Fishery, and has the additional Advantages of a level good Soil, and profitable *Indian* Trade. It flows here Full and Change, at 3 o'Clock raises about 10 or 12 Feet; but much of the Tides depends on the Weather.

The Bay of *Seven Islands* is on the North Side of the River *St. Lawrence*, being a very secure Harbour for a Number of Ships in any Wind; it lies in Lat. 50°. 20' N. and lies N°. from *Mount Lewis*, and W. N. W. 25 Leagues from the N. W. End of *Anticosti*, by the Compass.

N. B. It flows S. S. W. rises 18 or 19 Feet Spring, and 10 Feet at Neap Tides.

* * * The Settlement here was one of the *French* King's Posts for Trading with the *Indians*.

Directions for sailing up the River St. LAWRENCE.

FROM the N. W. End of *Anticosti* to *Cape Chat*, the Course is W. S. W. 36 or 38 Leagues.

R E M A R K S.

From *Cape Chat*, it is best never to stand so far Northward as *Mid-Channel*, particularly when a-brest of *Manicouagan Shoal*, where are some very strong and irregular Eddies, that will set you on that Shoal; several sail of Men of War have been caught in them in a fresh Breeze of Wind, when not a single Ship could answer its Helm; some of them drove on board each other, and it was not without much Difficulty that very great Mischief was prevented by their running foul of each other, and the Danger of driving on the Shoals of *Manicouagan*.

From *Cape Chat* to the Island of *St. Barnaby*, the Course is W. S. W. $\frac{1}{2}$ W. Distance 28 Leagues.

S O U N D I N G S.

N. W. End of *Anticosti* E. $\frac{1}{4}$ S. 6 Leagues, and the *Lady's Mountains* S. W. by W. $\frac{1}{4}$ W. in 58 Fathom.

N. W. End of *Anticosti* E. by S. 7 or 8 Leagues 44 Fathom.
Mount Camille ————— S. W. by W.

Uppermost of the *Lady's Mountains* — S. E. $\frac{1}{4}$ E.

Two little Paps near the Shore S. W. $\frac{1}{4}$ W.

About 2 Leagues from the South Shore 98 Fathom soft Mud.

Mount Camille ————— S. W. $\frac{1}{4}$ S.

Westermost *Lady's Mountain* ————— S. 50° E.

170 Fathoms soft Mud.

R E M A R K S.

This being nearest to the North Shore, the Current was so strong, that it was with Difficulty the Ships were kept from driving on board one another.

About 2 Leagues off the South Shore 80 Fathom soft Mud.

Mount Camille ————— S. 50° W.

Westermost *Lady's Mountains* ————— S. 59° E.

Two little Paps on the South Shore — S. 20° E.

Nearest the North Shore 160 or 170 Fathoms soft black Mud.

Mount Camille ————— S. 28° W.

River *Manicouagan* ————— N. by W $\frac{1}{2}$ W.

West Point of Ditto *Low Land* — N. 65° W.

R E M A R K S.

A strong Current here which sets towards the North Shore, and is a Demonstration that the South Shore is properest to keep on, as it is a clear Coast, and no visible Current there.

About

About a League from the South Shore 17 Fathoms muddy Bottom.

<i>Mount Camille</i>	_____	_____	S. E. $\frac{1}{2}$ E.
East Part of the Isle of <i>St. Barnaby</i>	_____	_____	S. W. by S.
<i>Father Point</i>	_____	_____	S.

38 Fathom muddy Ground.

A N C H O R A G E.

In 17 Fathom muddy Bottom 4 or 5 Miles from Shore, the Bank shoals gradually to 10 Fathom within $2\frac{1}{2}$ Miles of the Shore.

<i>Father Point</i>	_____	_____	S. S. E.
East Point of the Isle of <i>St. Barnaby</i>	_____	_____	S. W. $\frac{1}{2}$ S.
<i>Isle Bic</i>	_____	_____	W. by S.

The Highest of *Bic Hills*, in a Line with the outer Part of *St. Barnaby's* Island, bearing W. $\frac{1}{2}$ S. $7\frac{1}{2}$ Fathoms.

Ditto Mountain on the Middle of the Island about Half a Mile from Shore 6 Fathoms.

The outer Part of *Bic High Land*, just without the Island, 5 Fathom, all soft Mud.

From *St. Barnaby* to the Isle of *Bic*, the Course by Compass is W. $\frac{1}{2}$ S. Distance 3 Leagues, in most Places 16 Fathom Water.

A N C H O R A G E.

At *Bic* in 12 Fathom Water.

South End of <i>Bic</i> Island	_____	_____	W. by S.
North Part of Ditto	_____	_____	W. by N.
<i>St. Barnaby's</i> Isle	_____	_____	E. $\frac{1}{2}$ N.
<i>Mount Camille</i>	_____	_____	E. $\frac{1}{2}$ S.
East Part of <i>Bic Hills</i>	_____	_____	S.

At the upper End of *Bic Islands*, about two Miles from the Island, in 9 Fathom Water.

<i>Bicquet</i> Island	_____	_____	N. $\frac{1}{2}$ E.
Westermott Rock of <i>Bicquet</i> in Sight	_____	_____	N. by W.

Rocks

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Rocks off the East End of *Bic*
West Part of *Bic* Island

N. E. E.
N. by E. E.

REMARKS.

Bic is a low woody Island, about 4 Miles from the South Main Land, and is 3 Leagues W. $\frac{1}{2}$ S. from the Isle *St. Barnaby*; all the Way is good Anchorage in 14 and 16 Fathom Water. Between *Bic* and the Main Land is 10 and 12 Fathoms. Off the S. E. End of *Bic* is a Ledge of Rocks which appear above Water, and are very steep too.

To the N. Westward of *Bic* lies a small Island, called *Bicquet*, from the West End of which lies a Ledge of Rocks that may be seen at least two Miles, and perhaps they run farther under Water. Off the East End of this Island are likewise Rocks as there are to the Westward of *Bic*, so that there can be no Passage between these Islands except for Boats or very small Craft.

From the Island of *Bic* to *Basque*, the Course is W. S. W. 7 Leagues. Between these Islands are two very small Islands near the South Shore, called the *Razade Islands*; they are about 5 Leagues from *Bic*, and 2 Leagues from *Basque*.

Passing Southward of *Bic* steer W. by S. in 9, 10, to 16 Fathom, when almost a-breast of the *Razade Islands* steer W. S. W. and you will have from 20 to 22, 24, and 26 Fathoms at High-water, till a-breast of the Isle of *Basque*, Distance 4 Miles, all sandy Bottom.

REMARKS.

Although the Course from *Bic* to *Basque* is W. S. W. yet if you come to the Southward of *Bic* (especially in little Wind) you will run on the Main Land by steering that Course, therefore you should at first steer W. by S. until you deepen to 18 and 20 Fathom, and then W. S. W. if you are not as high as the *Razade Islands*, for if you are, you will then be too near the Shore.

ANCHO-

ANCHORAGE.

About 4 Miles off *Basque Island* in 26 Fathom (at High Water) a sandy Bottom.

<i>Red Island</i>	_____	_____	W. $\frac{1}{2}$ S.
East Point of <i>Green Island</i>	_____	_____	S. W. $\frac{1}{2}$ W.
North Point of <i>Green Island</i>	_____	_____	S. W. by W.
Middle of <i>Apple Island</i>	_____	_____	S. S. W. $\frac{1}{4}$ W.
Entrance of <i>Saguenay River</i>	_____	_____	W. by N. $\frac{1}{4}$ N.
Westernmost Rocks between <i>Basque</i> and <i>Apple Islands</i>	_____	_____	S. by E.
West End of <i>Basque Island</i>	_____	_____	S. S. E. $\frac{1}{4}$ E.
East End of <i>Basque Island</i>	_____	_____	S. E. $\frac{1}{4}$ E.
Western <i>Razade Island</i>	_____	_____	E $\frac{1}{2}$ S.
High Land of <i>Bic</i>	_____	_____	E. N. E. $\frac{1}{4}$ N.

N. B. *Basque Island*, *Apple Island*, the Rocks between them, Middle of *Green Island*, and the outermost Land in Sight (when on *Apple Island*) are in a Line W. S. W. and E. N. E. by Compass.

REMARKS.

The Ebb Tide runs here $4\frac{1}{2}$ Knots, and much stronger near the Island, as in 17 Fathom Water, at the same Time it runs 6 Knots an Hour.

Although the Ebb Tide is so strong here, and the Tide rises much by the Shore, yet the Flood is scarce perceivable.

Within a Cable's Length of *Basque Island* is 10 Fathom, and very near the Rocks that lye between *Basque* and *Apple Islands* is 6 Fathom. These Rocks are always above Water.

Green Island is about 3 Leagues W. S. W. from the Ile of *Basque*, the Ebb Tides of *Green Island* are exceeding strong, so that it requires a fresh Gale of Wind to stem it with all Sails. The Tide of Ebb sets directly toward the Island, as does the Floods (which are but little here) towards the *White Island* Ledge; therefore great Care should be taken to anchor here in Time, in case it should fall calm, and you be near the Island, for there is 25 Fathom almost close to the Rocks, and foul Ground.

R E-

REMARKS.

Off the N. E. End of *Green Island* is a Ledge of Rocks about a Mile and an Half in Length, which partly shew themselves; there is likewise a Ledge of Rocks off the West End of the Island, which lye right out from it.

From a little below *Green Island*, till you are near the Length of *Hare Island*, there is a constant and very strong Ebb occasioned by the great Discharge of the Waters from *Saguenay River*; and even at the East End of *Hare Island*, the Flood is not of more than four Hours continuance, and runs so weak, that if it blows but a moderate Gale Westerly, the Ship will not *tend* to it: In Sailing up, it is necessary to keep well to the Southward of *Red Island*, and to the Westward of it, before you cross over for the East End of *Hare Island*, to avoid getting into the Stream of *Red Island*; for should it fall little Wind, the Ebb Tide would set you on the Shoals of that Island, and there is no safe Anchoring to prevent driving upon them.

Red Island is a low flat Island, and is about $2\frac{1}{2}$ Leagues N. W. by N. with the Middle of *Green Island*. There are great Shoals off *Red Island*, as yet not quite discovered. Being abreast of *Green Island* you will see the East End of *Hare Island*, and the *Brandy-Pot Islands* (which are two little Islands a small Distance from it) bearing about W. by S. or W. S. W. from you, Distance about four Leagues from the West End of *Green Island* to the *Brandy Pots*.

When past *Green Island* you should steer for the *Brandy-Pot Islands*. There is likewise another small Island off the N. E. End of *Hare Island*, called *White Island*. Between these Islands is a Ledge of Rocks, that extends at least $2\frac{1}{2}$ Leagues from the East End of *Hare Island*; this Ledge is dry at Low-Water. Coming away from the upper End of *Green Island*, and steering W. by S. you have 18 Fathom a little Distance from *Green Island*, and afterwards 16 and 14 Fathom: In passing *White Island*, going towards *Brandy-Pot Islands*, you may go to 10 or 12 Fathom, far enough from all Danger, and anchor, being all good holding Ground, clayey Bottom.

A N-

Half Distance from it is all along regular sounding 14
 to Anchorage in 11 Fathom clayey Ground: and
White Island ————— N. N. W. 1/2 W.
Brandy-Pot Islands ————— W. S. W. 1/2 S.
 East End of *White Island* Ledge in Sight — N. by E. 1/2 E.
Green Island ————— E. N. E. 1/2 N.
 East Point of *Hare Island* ————— N. W. 1/2 W.
 S. W. Point of *Hare Island* ————— W. S. W. 1/2 S.
 N. Eastermost *Pilgrim Island* ————— S. S. W. 1/2 W.
 Westernmost *Pilgrim Island* ————— S. W. 1/2 S.

The *Pilgrims* are high rocky Islands, a-breast the upper End
 of *Hare Island*, and are near the South main Land. Between
Hare Island and the South Shore is a long Bank near the Mid-
 dle of the Channel, which is now called the *Middle Bank*,
 and it lies in the following Direction. *Plate X. Fig. 1.* is the
 Appearance of the Land, a Mountain on the Main Land at
 the Letter *a* (it is the first Hill remarkable from the Eastward
 for a good Way) when this Mountain is brought almost on
 the East Hummock of the North-East *Pilgrim* at the Letter *b*,
 or to rest on it in the same Manner it does in the above Repre-
 sentation over the West Hummock of the said Island, at the
 Letter *c*, you will then be on the Middle of the Bank, and
 by sailing along with the said Mountain and Hummock in
 one, you will keep on it.

R E M A R K S

The true Extent of this Bank is not yet known: there is in
 some Places more Water than in others, in one Place, at the
 East End of it, there is no more than ten Feet at Low-
 water.

There is likewise a Bank or Shoal off the S. W. End of
Hare Island, which extends almost to the middle Bank, and
 makes the Passage very narrow, in which there is Depth enough
 at Low-water for a Ship of great Draught.

Passing by *Brandy-Pot Islands*, which have 10 Fathom very
 near them, and keeping along by *Hare Island*, at about 1 1/2
 Mile

Half Distance from it, is all along regular Sounding 14 and 16 Fathom, till you come to $\frac{1}{2}$ of the Length of *Hare Island*, and then coming over for the *Pilgrims* you have Shoal Water all at once from 7 Fathom to 6, $5\frac{1}{2}$, 5 and $4\frac{1}{2}$ (at $\frac{1}{2}$ Flood) you must heave the Lead as fast as possible; *White Island* will be almost in a Line with the East End of *Hare Island* (between it and *Brandy-Pot Island*) and a White-house on the South Shore near the River-side, almost shut in with the Rocks off the East End of the N. E. *Pilgrim*.

Though the strong Flood Tide here will set you very fast towards the Shoal off the S. W. End of *Hare Island*, yet be very cautious how you steer your Ship to the Westward, because the Water shoals very much, but haul up to the Southward, and you will directly get into 5 or 6 Fathom Water. The aforementioned White-house being just in a Line with the Rocks of the East End of the N. E. *Pilgrim*, and *White Island* just open off the East End of *Hare Island*; it is shoal near the N. E. *Pilgrim*, therefore it is not proper to come too near it. Being above the N. E. *Pilgrim*, you may approach the others pretty near, and steer away directly for the great Island of *Kamourasca*, which you will see about S. W. from you, and all along in this Direction are regular Soundings from 10 or 12 to 14 or 16 Fathoms, till near the greatest and N. E. ermost *Kamourasca*; when a-breast of it, (and very near) you will have very deep Water; but at some Distance is a very good Bank to anchor on in any Depth, from 9 to 14 or 16 Fathom, and good holding Ground.

To escape the Danger of the *Middle Bank*.

Coming away from *Brandy-Pot Island* (which you may pass very near to) steer along by *Hare Island* in such a Manner that you may see *White Island* open within *Brandy-Pot Islands*, between them and *Hare Island*. Keep along in this Position until you have a Mountain at the Letter *a* (in *Plate X. Fig. 1.*) brought in a Line with the second *Pilgrim* at the Letter *d*, and then steer directly for them. They will bear about S. by W. $\frac{1}{2}$ W. and with this Direction you may cross the Bank with Safety, then steer away for the *Kamourasca Islands* as before.

N. B. It is not safe to cross this Bank with a large Ship till it is half Flood. An-

Anchorage in 22 Fathom High-water.

<u>The Lower Pilgrim Island</u>	<u>E. N. E. : N.</u>
<u>The Lower Kamourasca Island</u>	<u>E. by N. : N.</u>
<u>Goose Cape</u>	<u>W. by S. : S.</u>
<u>Middle of Coudre Island, about six Leagues</u>	<u>W. by S. : S.</u>
<u>Cape Torment</u>	<u>W. S. W. : S.</u>

Anchorage in 14 Fathom, Sand and Clay Bottom.

<u>Pilgrim Islands</u>	<u>N. E. by E.</u>
<u>Goose Cape</u>	<u>W. : S.</u>
<u>Lower Kamourasca</u>	<u>E. N. E. : N.</u>
<u>Hare Island</u>	<u>N. E. : N.</u>
<u>Cape Torment</u>	<u>W. S. W. : S.</u>
<u>Mal Bay River</u>	<u>N. N. W. : W.</u>
<u>Middle of Coudre Island</u>	<u>W. by S. : S.</u>
<u>Upper Kamourasca Island</u>	<u>E. by N.</u>

Anchorage in 24 Fathom.

<u>Goose Cape</u>	<u>W. N. W.</u>
<u>N. E. End of Coudre Island</u>	<u>W. by S.</u>
<u>S. W. End of Dito</u>	<u>W. S. W.</u>
<u>Mal Bay River</u>	<u>N. : W.</u>
<u>Hare Island</u>	<u>N. E. : E.</u>

Soundings in 39 Fathom Water

<u>When Cape Goose bore</u>	<u>W. S. W. : S.</u>
<u>Cape Torment</u>	<u>S. W. by W.</u>
<u>Hare Island</u>	<u>E. N. E. : N.</u>

When the Land to the Westward of Cape Goose is just open of it, and a little Mountain on the South Shore near the East Point of the Westernmost Kamourasca Islands, you have 25 Fathom.

When the Land to the Westward of Cape Goose is open about a Sail's Breadth of Cape Goose, Cape Salomon just open of

Cape Eagle, and the Hill and Island as before.—You have 25 Fathom.

When the South Mountain is quite open to the Westward of the Westernmost *Kamourasca Island*, and the Land to the North Eastward just open of *Cape Salmon*, you have 19 Fathom soft Ground.

When the West Point of *Mal Bay River* is just opening of *Goose Cape*, and the South Part of the Isle of *Coudre* bears S. W. by W. you will have 41 Fathom.

When the North Part of the Isle of *Coudre* bears W. by S. $\frac{1}{2}$ S. about 2 Miles off the Island, you will have 35 Fathom.

When the South Part of the Island of *Coudre* bears W. by S. and *Cape Goose* N. W. by W. you will have 14 Fathom.

When *Goose Cape* is N. W. by W. 4 or 5 Miles, and *Mal Bay River* N. by E. $\frac{1}{2}$ E. you will have 10 Fathom.

When the South Part of *Coudre* is W. by S. $\frac{1}{2}$ S. and *Goose Cape* W. N. W. 2 or 3 Miles, you will have 15 Fathom, the Water deepening to the Northward.

When the South Part of *Coudre* is S. W. and the North Part of Ditto W. $\frac{1}{2}$ S. about 2 or 3 Miles from the East Part of the Island, the great Rock bearing N. N. E $\frac{1}{2}$ E. 17 Fathoms.

— Anchorage in 25 Fathom rocky Ground.

<i>Cape Torment</i>	_____	S. W. by W.
South Part of <i>Coudre</i>	_____	W. S. W. $\frac{1}{2}$ S.
North Part of <i>Coudre</i>	_____	W. by S.
<i>Cape Goose</i>	_____	N. $\frac{1}{2}$ E.

— Bearings by Compass.

<i>Goose Cape</i> and <i>Cape Salmon</i>	N. E. $\frac{1}{2}$ N. and S. W. $\frac{1}{2}$ S.
South Part of <i>Coudre</i> and <i>Cape Torment</i>	N. E. $\frac{1}{2}$ E. and S. W. $\frac{1}{2}$ W.

You may moor at *Coudre* in 17 Fathom coarse Sand. *Cape Goose*, just open of the Land to the Westward of it, bearing E. by N. $\frac{1}{2}$ N. a considerable Fall of Water on the North Shore N. by W $\frac{1}{2}$ W. and the East End of *Coudre* E. $\frac{1}{2}$ S. in this

this Place the Tide runs very strong, which causes the Ship always to swing round with the Sun. You may also moor at *Coudre* in 17 Fathom at Low-water, Sand and Mud.

Cape Goose ————— E. by N. $\frac{1}{2}$ N.

Cape Torment ————— S. W. $\frac{1}{2}$ W.

East Point of *St. Paul's Bay* ————— W. by N. $\frac{1}{2}$ N.

Water-stream on the N. Shore ————— N.

Five Fathom Water, Half a Mile from *Coudre*, till almost close to the Shore, and then $3\frac{1}{2}$ Fathom at Low-water Mark, all clear Ground.

The Tides at *Coudre*, both Ebb and Flood, are very strong, yet at the Meadows is good Anchorage, but not near the North Shore. It is High-water at *Coudre* by the Shore at $\frac{1}{2}$ past 4 at the Full and Change of the Moon, and it runs off in the Road an Hour longer. There is a very long Reef of Rocks runs off the N. W. of the Island, which are all covered at High-water.

Bearings from the End of the Ledge that is dry at Low-water.

St. Paul's Church (just open) ————— N. 41° W.

E. Bluff Point of *St. Paul's Bay* (called *Cape Diabie*) ————— N. 27° W.

The Water-fall on the North Shore ————— N. 27° E.

N. W. Bluff Point of the Island ————— S. 22° W.

The N. E. Bluff of D^o. off which is a Reef of Rocks E. 9° N.

N. B. The Part of this Reef which is dry at Low-water lies to the Westward about S. W. and N. E. and to the Eastward about East and West. Near the Length of a Cable farther out is 5 Fathom at Low-water.

The Tides, both Ebb and Flood, set into *St. Paul's Bay*, which is shoal and rocky some Distance off (from whence the French have given it the Name of the Whirlpool) so that passing either up or down the River it is proper to go as nigh the Reef as you can to keep out of the contrary Current, and for the greater Safety it is proper to buoy the End of the Ledge in about

about 5 Fathom at Low-water, and it shoals out afterwards pretty gradually. If you pass it in about 8 Fathom (which is far enough off, with a Breeze of Wind to command the Ship) you will be much nearer the Island than the Main Land, and being passed the End of the Ledge you will have 16 and 18 Fathom at a convenient Distance from the Island.

There is a Shoal or Ledge of Rocks off the North Shore all the Way from the W. Point of *Paul's Bay*, or *Cape Raven* to *Cape Hog*, which is about a League above *Cape Maillard*. This Shoal lies not a great Way off, but further in some Places than others. In coming away from *Coudre* and Sailing up the River it is proper to keep three Capes which you will see to the Westward, open one of another all the Way from *Coudre*, till you come past the little River Settlement, or to bring the Church of it to bear about N. W. by N. is a very rocky Bottom, and then begins good Ground.

Anchorage in 16 Fathom, Sand and Mud.

<i>Cape Maillard</i> , Distance about $1\frac{1}{2}$ Mile	N. W. by N.
South Part of <i>Coudre</i>	N. E. $\frac{1}{2}$ E.
<i>Pillar Island</i>	S. E. $\frac{1}{2}$ E.

Anchorage about 1 Mile from the North Shore, in 9 Fathom at Low-water, Sand and Mud.

<i>Pillar Island</i> , in one with a * Rocky Island	E. 4 N.
<i>Goose Cape</i> , almost one with the S. E. Part of <i>Coudre</i>	N. 48 E.
<i>Cape Torment</i> , a little open with <i>Burnt Cape</i>	S. 72 W.
The South Part of <i>Orleans Island</i>	S. 63 W.
<i>Cape Raven</i> , just open of <i>Cape Maillard</i>	N. 30 E.
North Part of <i>Coudre</i>	N. 36 E.

Observed the Latitude here to be 47. 04.

* Bearings taken from the said rocky Island.

<i>Goose Cape</i> , a Sail's Breadth open of the S. E Part of <i>Coudre</i>	N. 50 E.
North Part of <i>Coudre</i>	N. 40 E.

Cape

<i>Cape Corbeau, or Cape Raven</i>	_____	N. 35 E.
<i>Cape Maillard</i>	_____	N. 22 E.
<i>Cape Torment</i>	_____	S. 65 W.
South Part of <i>Orleans</i> in Sight	_____	S. 55 W.
In one with the East End of the Rocky Ledge,		
<i>Pillar Island</i>	_____	E. 1 N.

This Rocky Island is about Half a Cable's Length dry at Low-water, and very craggy; it is never covered, although the Sea may break all over it in bad Weather.

Soundings having the Rock and *Pillar Island* in one, from the North Shore to the Rocky Island, according to the following Marks, by *Coudre* are (See Plate II. Fig. 1.)

Island of *Orleans* just shut in with *Burnt Cape* and very near the Shore _____ 10 Fathom.

a—the N. W. End of *Coudre* in one with *d* _____ 9

a—on with the Valley at *x* _____ 10

a—on with the Mountain at *c* _____ 9

a—on with the Valley at *n* _____ 5 $\frac{1}{2}$

a—on with the Mountain at *b* _____ 3 $\frac{1}{2}$

And very shoaly quite to the Rocky Island, and when on it (*a*) was on with *f*.

On the East Part of *Rocky Ledge*, at Low-water, (*a*) will be on with *b*. And a Bluff to the Westward a good deal open of *Cape Torment*.—*Pillar Island* E. $\frac{1}{2}$ N. Coming away from the last-mentioned Anchorage for the Traverse, keep the Letter (*a*) chiefly on with *x* in 9 Fathom Water, and sometimes less.

Being a-breast of *Burnt Cape*, and very near the Shore in 11 Fathom, (*a*) will be on with (*d*.) The High Part of *Orleans* (or a-slope on it) is just open with *Cape Torment*.

A White-house on the South Shore open of the East End of the Isle of *Madame* (and when it is quite shut in) being very near the North Shore, you will have 11 Fathom.

A little Mountain open of the West End of *Rot Island*, being near the North Shore, you will have 9 and 8 Fathoms.

The

The same Mountain on the East End of the Isle of *Madame*, about $\frac{1}{2}$ of a Mile from the Shore, you will have 10 Fathom. Then haul over for the *Traverse*.

Directions for passing the TRAVERSE.

BEING past *Burnt Cape*, or when it bears N. N. E. from you, haul over for the *Traverse*, which ought to be passed in a very clear Day. If the Points of the Shoals are not buoyed, which for greater Safety should be done, because in hazy Weather the Land Marks cannot be seen, which are three Mountains very far in Land; and a little round Hill to the Westward may likewise be made use of; which, after you are past *Burnt Cape*, and crossing in the *Traverse*, must always be kept to the Westward of the East End of *Madame*, or otherwise you will certainly be on a Sand Shoal, which extends itself from *Burnt Cape Ledge*. This Mountain, in clear Weather, may always be seen, and keeping it a Ship's Length to the Westward of the East End of *Madame* is the best Mark for the *Traverse*; and this Course should be continued until two Points on the South Side of *Orleans* are opened a good Ship's Length off each other, that is, *St. John's Point*, with the Point of *Dauphine River*, and then you may bear up and steer up along with the Point *St. John*, still a little less open, as you go farther up towards the Island of *Orleans*, to avoid a little Shoal that is off the East End of *Orleans*, on which is not quite three Fathom at Low-water, of which there is no Danger for any Ship, except it should be dead Low-water; yet *St. John's Point* should not be shut in with *Dauphine Point* (or else you may be on the Shoal that reaches from the East End of *Orleans*) till you are almost a-breast *Cape Torment*, or until it bears North. There is another Mark to know when you are far enough over from *Burnt Cape*, and that you may bear up, observe on the South Shore a little round Mountain (there being no other near) when you have brought this little Mountain open to the Westward of the *Two-Head Island*, you may bear up for *Orleans*, &c. (As the *Two-Head Island* cannot be well distinguished by a Stranger from the other Islands, so may it be supposed a Stranger will not attempt passing the *Traverse* without first acquainting

acquainting himself with it.) This little Mountain, when open of the *Two-Head Island*, will bear S^o 69 E', there is no Danger in standing farther to the Southward as the Channel is pretty wide; but as there is a Shoal between you and *Rot Island*, on which is but 9 Feet at Low-water, and uneven Rocks, To avoid this Shoal you should observe the Point of *Orleans* for Marks as aforesaid.

There is a Mark to know when you are coming on the Edge of this Shoal, which is: Observe to the Eastward, on the South Main Land, a Mountain which appears to have three Points of an equal Distance, when this Mountain is brought on the East Point of *Canoe Island* you are coming on the Edge of this Shoal; there is likewise a little Rocky Island off *Burnt Cape*, which, when you are on the Edge of this Shoal, will be about 2 Ship's Length open of *Goose Cape*. When you are on the Shoal the Island will be nearly in a Line with *Goose Cape*, and the *Three-pointed Mountain* with *Canoe Island*.

To make use of the 3 Mountains aforesaid,

In coming up past *Burnt Cape*, when you have brought the West End of the Westermost Mountain on with the East End of *Rot Island*, you may steer over with them in one Line until you open *St. John's Point* as aforesaid. Nor is there any Danger in bringing the East End of the Westermost Mountain on with the East End of *Rot Island*, but it should not be brought to the Westward of it until you have opened *St. John's Point*. You might by this last Mark go over near *Rot Island*, and go up to the Southward of the Middle Shoal, with *St. John's Church* just open of the Point; in this Channel is deep Water but it is narrow, it is called the *Old Traverse*, and the other is called the *New Traverse*. It is not proper for the Old Traverse to be made use of as the Passage between the Middle Shoal and the Sand off *Burnt Cape Ledge* is narrow, and you will be so much the longer going across the tide, which may carry you out of the Way, if you are not very attentive to the Marks. The Middle Shoal reaches up the River until you have got *Belle Chase Church*, a good deal open of the West End of *Rot Island*, but as a Mark of this

D

Kind

Kind is very deceiving, it reaches until you have brought the East End of the Middle Mountain on the West End of *Rot Island*, and then you will be past it, and have the Channel open from near the Island of *Orleans*, to very near the West End of *Rot Island*, and may anchor between *Orleans* and *Madame Islands*, or proceed up the River at Pleasure. If it should be thick Weather and you would pass the Traverse, and the Mountains cannot be seen, nor the Ends of the Shoals buoyed, it might be done by keeping one or two Houses open of the East End of *Rot Island*, or the third House may be brought in a Line with it, but should not be opened; and these Marks may be observed until you have opened *St. John's Point* as aforesaid.

But as these Houses may be mistaken for others, even by a Person who is acquainted with the Traverse, it is not safe to use them. It is certain, the greatest Difficulty of the Traverse is in coming over from *Burnt Cape* to open *St. John's Point*, as the Channel is but narrow, and you are so long going a-cross the Tide; and at *Burnt Cape* the Channel is not above $\frac{1}{4}$ of a Mile wide, between the Cape and the Point of the Ledge. You should likewise observe here; to keep clear of the Ledge, to keep a Part of the *Butt* (which is a high Spot of Land in the Middle of *St. Joachim's Meadows*, and appears like a Platform or Island) always shut in behind *Cape Torment*, that is, you must not open it all of the Cape until *Burnt Cape* bears North of you, or you will certainly be on the Ledge. The Soundings at the Edge of this Ledge is very uncertain, for at one Cast you will have 5 Fathom, and at the very next Cast (heaving the Lead fast) you may be on Shore; it may be observed, that just as you have *St. John's Point* opening, there is not any more Water any where in the Channel, between *Orleans Shoal* and the Shoal off *Burnt Cape*, than 5 Fathom at Low-water; but after you have bore up for *Orleans* is 6 and 7 Fathom at Low-water, within a Ship's Length of the Sands, that dry.

Soundings

Soundings in the *Traverse*.

A-breast of *Burnt Cape*, a little round Mountain to the Westward, on with the East End of *Madame*, 5 Fathom.

The same Mountain between *Rot Island* and *Madame* 4 and $4\frac{1}{2}$ Fathom.

The E. End of the first W. Mountain on the W. End of *Grosse Island*, and the little one to the Westward, a little to the Westward of the E. End of *Madame* $5\frac{1}{2}$ Fathom.

The W. End of the second Mountain on the W. End of *Grosse Island*, and little Mountain on the E. End of *Madame*, $2\frac{1}{2}$ Fathom.

Little Mountain on the E. End of *Madame*, and the E. End of the second Mountain on the W. End of *Grosse Island*, $2\frac{1}{4}$ Fathom.

The Little Mountain a little to the Westward of the E. End of *Madame*, and the W. End of *Grosse Island* in the Middle, between the Second and Eastermost Mountain, 6 Fathom.

A White-house just open of *Madame*, and the Hill a little to the Westward of the E. End of *Madame*, and the E. End of the 3d, and Eastermost Mountain on with the W. End of *Grosse Island*, 6 Fathom.

The W. End of the first Mountain on the E. End of *Rot Island*, *St. John's Point* well open $5\frac{1}{2}$ Fathom. (Steer by it)

The Middle of the first Mountain on the E. End of *Rot Island*, the Little Mountain just to the Westward of the E. End of *Madame*, *St. John's Point* well open $4\frac{1}{2}$ Fathom.

N. B. Keep the Little Mountain always to Westward of the E. End of *Madame*.

The E. End of the first Mountain on the E. End of *Rot Island*, 2 White-houses open of *Madame*, the Little Mountain just opening to the E. End of *Madame*, $4\frac{1}{2}$ Fathom (never open

the Little Mountain.) The W. End of the first Mountain on the *Vista* in *Rot Island*, *St. John's Point* well open 5 Fathoms.

The E. End of the first Mountain on the *Vista*, *St. John's Point* well open 5 Fathom.

The second Mountain on the *Vista*, and another little Hill near the other on the W. End of *Madame*, *St. John's Point* well open 6 Fathom.

Marks on the little Shoal near the E. End of *Orleans*.

The W. End of the second Mountain on the W. End of *Rot Island Shoal*, and the W. Trees of *Rot Island*, about the Middle of the same Mountain; the West Part of the *Three-pointed Mountain* on the E. Part of *Canoe Island*. *St. John's Point* a good deal open of *Dauphine*.

The East Point of *Orleans* on the *Little Valley* at the West End of the *Saddle Mountain*.

Bearings on the East End of *Orleans Ledge*, in 4 Fathom at Low-water.

The <i>Little Rocky Island</i>	_____	N. 68 E.
<i>Cape Torment</i>	_____	N. 2 E.
W. End of <i>Rot Island</i>	_____	S. 30 W.
E. End of <i>Rot Island</i> and E. End of the <i>Second Mountain</i>	_____	S. 13 $\frac{1}{2}$ E.
W. End of <i>Grosse Island</i>	_____	S. 28 E.
W. End of the <i>Two-Head Island</i> and the <i>Little Mountain</i> just to the Westward of it	_____	S. 69 E.
W. Part of the <i>Three-pointed Mountain</i> on the W. Part of <i>Goose Island</i>	_____	N. 83 E.
<i>St. John's Point</i> a good deal open	_____	S. 52 $\frac{1}{2}$ W.
W. End of <i>Madame</i>	_____	S. 40 $\frac{1}{2}$ W.
E. End of <i>Madame</i>	_____	S. 34 $\frac{1}{2}$ W.
E. End of the <i>First Mountain</i> , about $\frac{1}{2}$ the		Distance

Distance of *Rot Island* from the E. End _____ S. 6 E.
Goose Cape _____ N. 52 $\frac{1}{2}$ E.

Bearings near the Edge of the *Middle Ground*.

E. End of *Orleans* _____ N. 63 W.
 A Buoy on a little Shoal near *Orleans*: _____ N. 54 W.
St. John's Point _____ S. 53 $\frac{1}{2}$ W.
St. Francis's Church _____ S. 72 $\frac{1}{2}$ W.
 West End of *Rot Island* _____ S. 6 E.

Bearings taken near the upper End of the Land (off *Orleans*)
 dry at Low-water.

The W. End of *Rot Island* _____ S. 3 $\frac{1}{2}$ W.
 E. End of *Rot Island* with the W. End of *Grosse*
Island _____ S. 55 $\frac{1}{2}$ E.
Cape Torment _____ N. 31 E.
St. Joachim's Farm _____ N. 12 $\frac{1}{2}$ W.
St. Joachim's Church _____ N. 52 W.
 E. Point of *Orleans* _____ N. 71 W.
 N. E. Point of *Orleans* _____ W.
 The *Little Island* _____ N. 60 E.

Bearings from another Station near the East End of the said
 Sand, dry about 1 $\frac{1}{2}$ Mile N. 63° E. from the Last.

W. End of *Rot Island* _____ S. 22 W.
 E. End of *Rot Island* _____ S. 25 $\frac{1}{2}$ E.
 W. End of *Grosse Island* _____ S. 36 E.
Little Island _____ N. 63 E.
Burnt Cape _____ N. 39 E.
Cape Torment _____ N. 14 E.
 E. End of *Orleans* _____ S. 64 $\frac{1}{2}$ W.
 Point of *Dauphine River* _____ S. 52 W.
St Joachim's Farm _____ N. 53 $\frac{1}{2}$ W.
 The Shoal to the Eastward _____ N. 51 $\frac{1}{2}$ E.
 Bearings

Bearings from the West End of Rot Island.

Cape Torment	_____	N. 18 E.
St. Joachim's Farm	_____	N. 3 $\frac{1}{2}$ W.
E. Part of Orleans	_____	N. 32 $\frac{1}{2}$ W.
S. W. End of Grosse Island	_____	S. 89 E.
Little Mountain	_____	S. 82 E.
East End of the Third	_____	S. 27 E.
E. End of the Second	_____	S. 18 E.
E. End of D ^o .	_____	S. 12 E.
Westward of the First Mountain	_____	S. 7 E.
Middle of Bellchasse Island	_____	S. 19 W.

Bearings from the East End of Rot Island,

St. Thomas's Church	_____	S. 53 E.
W. End of the First Mountain	_____	S. 2 E.
E. End of Ditto	_____	S. 7 E.
E. End of the 2d Ditto	_____	S. 14 $\frac{1}{2}$ E.
Bellchase	_____	S. 27 W.
Middle of Bellchase Island	_____	S. 36 $\frac{1}{2}$ W.
The Mark Windmill	_____	S. 43 W.
St. Valier's Church	_____	S. 47 W.
N. E. Part of Grosse Island	_____	N. 83 E.
N. E. Part of Crane Island	_____	N. 80 E.
S. W. Part of the Two-Heads	_____	N. 78 E.
Little Island	_____	N. 33 E.
Houses below St. Joachim's	_____	N. 28 $\frac{1}{2}$ W.
W. End of the Butt	_____	N. 51 W.
E. End of Saddle Hill	_____	N. 64 W.
Two Points off Orleans	_____	N. 75 $\frac{1}{2}$ W.
St. Francis's Church	_____	S. 86 $\frac{1}{2}$ W.

Bearings from the West End of Madame.

St. John's Church	_____	S. 71 W.
Port St. Lawrence	_____	S. 68 W.
		St.

<i>St. Valier Church</i>	_____	S. 28 $\frac{1}{2}$ W.
<i>The Mark Church</i>	_____	S. 17 $\frac{1}{2}$ W.
<i>St. Thomas's Church</i>	_____	S. 86 E.
<i>Bellchase Church</i>	_____	S. 40. E.
<i>The Middle of Bellchase Island</i>	_____	S. 25 E.
<i>E. End of the First West Mountain</i>	_____	S. 18 $\frac{1}{2}$ E.
<i>Dauphine River</i>	_____	N. 60 W.
<i>Little Mountain</i>	_____	E.
<i>South Part of Crane Island</i>	_____	N. 79 E.
<i>S. Part of Grosse Island</i>	_____	N. 70 $\frac{1}{2}$ E.
<i>S. Part of St. Margaret, on the Three-pointed Mountains</i>	_____	N. 73 $\frac{1}{2}$ E.
<i>Cape Raven</i>	_____	N. 40 $\frac{1}{2}$ E.
<i>Cape Torment</i>	_____	N. 29 E.
<i>E. Point of Orleans</i>	_____	N. 19 E.
<i>St. Francis's Church</i>	_____	N. 5 E.

From *Point St. John* to *Point St. Lawrence* there is no Danger, and about a Mile from the Shore of *Orleans* you will have 9, 7, 10, 13, 16, and 18 Fathoms, rocky Ground.

At *Point St. Lawrence* you must (in order to avoid the Shoals of *Beaumont*) keep the Starboard Shore till you have past the *Falls of Beaumont* [which are on the South Shore, and then steer up in the Middle of the Stream, till near the West End of *Orleans*, when, to avoid the *Morandas Rocks*, keep nearest to the South Shore, and you may anchor at $\frac{1}{2}$ of a Mile from the South Shore, in 9 Fathom Water. *Point Levy* bearing W. S. W. and the West Point of *Orleans* N. N. E. rocky Ground, or you may proceed with the Tide directly for *Quebec*, and anchor within 2 Cables Length of the Town, in 15 Fathom muddy Ground. *Cape Diamond* bearing S. W. $\frac{1}{2}$ W. N. E. End of the *Barbet Battery*, W. by N.

The Tide flows Full and Change.

At *Quebec*, $\frac{1}{2}$ an Hour after 8.

Isle Madame, at 8.

Cape Mallard, at 7.

Isle of Coudre, at 6.

The

The *Kamourasca*, at $\frac{1}{2}$ past 5.

The *Pilgrims* and *Hare Island*, at 5.

Bic $\frac{1}{4}$ past 3, but not regular.

N. B. From *Coudre* to *Quebec* the Water falls 4 Feet before the Tide makes down. At *Isle of Coudre*, in Spring Tides, the Ebb runs at the Rate of 9 Knots. The next strongest Ebb is between *Apple* and *Basque Islands*—the Ebb of the River *Saguinay* uniting here, it runs full seven Knots in Spring Tides.



DIREC.

DIRECTIONS

FOR

SAILING from QUEBEC

DOWN THE

RIVER St. LAWRENCE.

FROM *Point Levy* to *Point St. Lawrence*, the Course is E. $\frac{1}{2}$ N.

From *Point St. Lawrence* to *St. John's*, the Course is N. E. by E.

• From *St. John's* to *St. Francis*, N. E. $\frac{1}{2}$ N. keeping upon the Island Side, all the Way having from 10 to 16 Fathom.

• When a breast of *St. Francis*, steer N. N. E. until you bring *St. John's Point* a Handspike Length open with *Douphne Point*, with that Mark steer N. E. $\frac{1}{2}$ E. at which Time a round Rock will be right a-head of you, continue this Course until a high Hill on the South Shore will be just on with the East End of *Rot Island*, at which Time the Trees on the said Island will be just a-breast of you, and then steer N. by E. for *Cape Torment*: Keep very near *Burnt Cape*, on Account of *Burnt Cape Ledge*, that lies opposite to it.

E

Anchorage

Anchorage on the Edge of *Burnt Cape Ledge*, in 4 Fathom.

East End of <i>Rot Island</i>	————	S. 14 W.
West End of <i>Grosse Island</i>	————	S. —
West End of the <i>First Mountain</i> , about a Sail's Breadth to the Eastward of <i>Grosse Island</i>	—	
Middle of <i>Little Island</i>	————	E. 3 S.
<i>Burnt Cape</i>	————	N. 25 W.

Canoe The Butt almost all open of *Cape Torment*, and the *Little Mountain* on ~~*Coudre Island*~~, *Cape Maillard*, and the Land behind, will appear as represented in *Plate II. Fig. 2.*

REMARKS.

The *Little Hummock*, or Rising on the High Land of *Coudre* at a must never be open of *Cape Maillard* till you are below *Burnt Cape*, nor all the Butt by any Means kept open of *Cape Torment*, if you would keep the Channel, which is but $\frac{1}{4}$ of a Mile wide at *Burnt Cape*.

Bearings taken from the West End of *Little Island*, or *Gooseberry Island*, which lies about N. 55 E.

West End of the Butt	————	S. 77 $\frac{1}{2}$ W.
<i>Cape Torment</i>	————	S. 85 W.
<i>Burnt Cape</i>	————	N. 69 $\frac{1}{2}$ W.
<i>Cape Maillard</i>	————	N. 36 $\frac{1}{2}$ E.
<i>Cape Raven</i>	————	N. 37 E.
<i>Goose Cape</i>	————	N. 52 E.
<i>Neptune Rock</i>	————	N. 52 $\frac{1}{2}$ E.
The Middle of <i>Three-pointed Mountain</i> on the		
East End of <i>Goose Island</i>	————	N. 84 E.
The Westernmost Rock dry	————	S. 58 E.
The <i>Little Mountain</i>	————	S. 57 E.
West End of <i>Crane Island</i>	————	S. 30 E.
East End of the <i>First Mountain</i>	————	S. 4 E.
West End of <i>Grosse Island</i>	————	S. 15 $\frac{1}{2}$ W.
		East

East End of *Rot Island* S. 29° W.
 West End of *Madame* S. 46° W.

You must then steer N. E. for *Cape Maillard*, keeping the N. Shore on Board which is very bold.

From *Cape Maillard* to go clear of *Coudre Spit* N. E. by N. In sailing from *Cape Maillard* to *Coudre* with the Tide of Ebb, you must go as near as possible to the Point of the Shoal which lays off the N. W. End of the Island, till you come in 8 Fathoms Water.

The first of the Tide sets directly on *Cape Diable* from this Point; so that if you have but little Wind you must anchor before you get within two Miles of the Point. At half Ebb the Tide runs truer through the Channel. The Moment you get to the Eastward of the Point (if you intend to anchor) haul up for the Meadows, otherwise you will not be able to get in good Ground.

The Course from *Coudre* to the *Kameurascas* and *Pilgrims* is N. E. by E.

From the Middle of the *Pilgrims* to the *Brandy-Pots*, the Course is N. E. $\frac{1}{2}$ N.

From the *Brandy-Pots* to the Isle of *Bic* is N. E. by E. $\frac{1}{2}$ E.

Directions for the South Channel from St. John's Point of Orleans, to the South West End of Crane Island, opposite the South River.

THERE is a Ledge of Rocks lies off the S. W. End of *Madame*, about S. 60° W. from it, and in a Line for a Point on the South Shore, these Rocks are very dangerous and dry at Low-water. To know when you are at the End of it, and that the Channel is all clear, observe on the High Land by the Water-side on the South Shore a Windmill and three Mountains, a great Way back in the Country (the same three Mountains taken Notice of for the Traverse) when this Windmill is brought in a Line with the East End of the

Westernmost of the three Mountains you are just off and on of the West End of the Shoal. But as it may be often hazy that the Mountains cannot be seen, the Windmill will then bear S. 22° E. *St. John's Church*, S. 85° W. *St. Francis's Church*, N. N. E. *Belle Chasse Islands* E. 10° S. and the North Part of *Rot Island* about two Ships Length open of the North Part of *Madame*. Therefore to be quite clear of the Ledge, the Windmill should bear S. 30° E. then *St. Valer Church* (which is the next Church to the Westward of it) will bear about S. 12° E. and the Middle of a little Wood by the Water-side on *Orleans* N. W. Being below the End of the Ledge going down, a part of *Rot Island* should always be kept open to the Southward of *Madame* (as in the North Channel *Rot Island* should always be kept quite open to the Northward of *Madame*, whilst you are between the Ledge and *Orleans Island*) and if you have a fair Wind you may steer away directly for the South Part of *Crane Island*, the Channel being clear and open, until you bring *St. Francis's Church* to bear N. 70° W. or the East End of *Rot Island* N. 38° W. for in that Direction begins a Shoal off the South Shore a little above a Point called *Quail Point*. This Shoal is very wide, and extends Half the Breadth of the Channel off *St. Thomas's Church*, and the South River. And to keep clear of this Shoal, you should always see a Part of the *Goose Islands* open to the Northward of *Crane Island*. The Channel is very near *Crane Island*; here is every-where good Anchorage, Clay Bottom, and in the Channel, in most Places 7 Fathom Water. The South Shore is every-where else pretty bold too, and there is deep Water very near *Belle Chasse Islands*. In turning between *St. Margaret's Island* and the Shoal, you may stand to the Southward until the *Goose Islands* are almost shut in by the North Part of *Crane Island*. And to the Northward, until the *Goose Islands* are quite shut in (to the Northward) by the South Part of *Moiac Island*, or until *Canoe Island* is almost all open to the Northward of *Moiac Island*, but not any farther, nor even so far with a large Ship. The Island *St. Marguerite* is pretty bold, only a few Rocks lie off of it, and those not far; the farthest off is a single Rock off the S. W. End, and therefore it is not proper to come too near

near the Island here. There are likewise some few Rocks off *Grosse Island*, and not far off *Rot Island* is a Flat or Sand Bank, which lies above half a Mile into the Channel, it is likewise shoal to the Southward of *Madame*, but not far off, but as it is bold toward the South Shore, it is not proper to come too near those Islands. *Crane Island* is bold too, and the best of the Channel is very near to it. On the N. W. End of *Crane Island*, (the *South River Falls* S. 4° E. *St. Thomas's Church*, S. 22° W. *Belle Chape Church*, S. 60° W. West End of *Grosse Island*, S. 85° 30' W.) A Base Line of one Mile was measured to the South Part of the Island called *La Pointe au Pain*, or *Bread Point*, by which the Breadth of the Channel and the Extent of the Shoal off the South River (on the Edge of which a Sloop was anchored) were determined as follows:

From the West Part of *Crane Island* to *St. Thomas's Church*, 3 Miles. From Ditto to the *South River Falls*, 3 Miles and $\frac{1}{2}$. From Ditto to the Edge of the Shoal in a Line East of *St. Thomas's Church*, 1 Mile and $\frac{1}{2}$.

N. B. For a greater Certainty of keeping in the Channel, you may keep a high Mountain (at a pretty great Distance on the South Shore) in a Line with the South Part of *Crane Island*, or *Bread Point*. This Mountain bears with the said Point N. 71° E. and S. 71° W. and then you will have all along about 7 Fathom Water and exceeding good holding Ground, Clay Bottom; nor are the Tides near so strong as in the North Channel.

These Observations on the South Channel were made on board his Majesty's Sloop *Zephyr*; but as she went no lower down in this Channel than the West End of *Crane Island*, it is thought proper to add the following Directions, taken on Board a Vessel that went quite through the South Channel, below *Coudre*.

The first Danger is the Reef of *Madame*, which runs off S. W. by W. 2 Miles from the West End of it, to avoid which, in sailing round the Island do not haul to the Southward, till you have brought the East End of the Westernmost

most Mountain on the South Shore, a Sail's Breadth to the Westward of the Windmill on *Belle Chasse*. (See Plate III. Fig. 1.) with which Mark you will pass to the Westward of the Shoal in 5 Fathom at Low-water; steer over for *Belle Chasse*, until you open the Isle of *Rot* to the Southward of *Madame*; then you may steer E. by N. or E. N. E. along Shore, in any Depth from 5 to 9 Fathom. There is no Danger till you come a-breast of the Middle of the *Isle Madame*, to the Southward of which about a Mile, lies a Bank of Sand, that runs almost as far as the Isle of *Grosse*; this Bank is dry in many Places, but as it shoals gradually to the Northward it may be avoided, by keeping the Lead going.

There is however a Mark that will carry you in the best of this Channel, if the Weather is so clear as to distinguish it. (See Plate III. Fig. 2.) which is to keep the Mountain A, just open with the S. W. Part of *Crane Island*.

In this Direction, you will not have less than 6 and 7 Fathom to *Crane Island*, 2 Miles to the Southward of which there is a Bank of Sand, which has not above 2 Fathoms on it at Low-water. This Bank begins a little above *St. Thomas's*, and runs down as far as the *River Ovíll*. From *Crane* and *Goose Islands*, you will have 8, 9, and 10 Fathoms strong Clay Ground; these Islands are joined by an Isthmus, and make the best Road in this River. The Breadth of the Channel, from the Island to the Bank, is about a Mile and a Half, the Ground good, very little Tide, and sheltered from all Winds but E. N. E.

From *Goose Island* steer for the Southernmost Rock of the Pillars, which you may pass at 2 Cables Length, in 5 and 6 Fathom at Low-water. When past the Southernmost Pillar steer N. E. by E. for the Easternmost, about 2 or 3 Miles, S. E. by S. off of the East Pillar about a Quarter of a Mile there is a Rock which covers and uncovers with the Tide, and has 5 Fathom close to it; to avoid which in sailing down, keep the Southernmost Pillar open to the Northward of *Crane Island*, till you are a-breast of the Easternmost Pillar; then steer N. E. by N. for *Cape Goose* 7 Leagues, keeping the Paps (P.) in the Valley over

over *Goose Cape*, or Point of *Little Mal Bay*, as will appear in *Plate III. Fig. 3.*

In this Direction you will have the best of the Channel, from 5, 7, to 12 Fathom, the Ground very uneven, but no less than 5 Fathom at Low-water, till you bring the West End of *Coudre*, on the West End of *St. Paul's Bay*, you will then find the Channel run more to the Eastward, so as to be obliged to bring P on A with these Marks on; you will have the same Kind of Soundings and Ground when a-breast of the Middle of *Coudre*; P must still be brought more open, viz. about $\frac{2}{3}$ of the Distance from A to B; this is the narrowest Part of the Channel, from hence to the East End of *Coudre*, for anchoring the Sloop in 2 and $\frac{1}{2}$ Fathom at Low-water, on the North Banks; the Water to the Southward is gradually deeper, to 5, 7, 8, 9, and 10 Fathom, and shoals suddenly to 4 and $3\frac{1}{2}$ Fathoms, all within the Distance of about a Mile, or a Mile and a Quarter. The E. End of *Coudre* will bear N. 25 W. and the West End N. 73 W. The Banks to the Southward seems to make a Point here, as in the *Chart*, and stretch E. by S. or E. S. E. to the Point of *Ovell*. When on the East End of this Bank, you will have the Mountain M on the Point of *Ovell*, as in *Plate III. Fig. 4.* On the Edge of this Bank is 13 Foot at Low-water 3 Miles from the Shore; to anchor to the Eastward of it, the Mountain M should be brought at least a Mile to the Eastward of the Point of *Ovell*. The Bank to the Northward is very uneven and rocky, and has from 3 to 15 Fathom, which, in a Quarter of a Mile, will shoal to 5, 4, and 3; however, by keeping the Paps P, as above directed, till the East End of *Coudre* is brought N. W. by W. you will be clear of the North Bank, and may steer down N. E. by E. or E. N. E. for the *Kamourasca*. This Channel, from the *Pillar Islands* to the Eastward, ought not to be attempted with Ships of above 16 or 17 Foot, without being buoyed, as it runs nearly in the Middle of the River. Between *Coudre* and the South Rock, and the Marks at too great a Distance to be seen distinctly, but in clear Weather,

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